

Where Stock Often Increases From \$100 to \$1000.00 Within A Few Months Or Years

At Last, You Are Offered A Chance To Share In The Earnings Of An Automobile Factory. A Line Of Manufacturing Supplying Only 50% Of The Actual Demand Of The Trade, And Often Paying Share Holders As High As 60% Up To 1300% In Dividends

But few of us realize how rapidly fortunes have been piled up by manufacturers of Automobiles. Yet in its infancy, some of the most thrilling chapters in the history of twentieth century finance have been written by the manufacturers of these gold-laden, graceful gasoline machines that have within a few years established themselves firmly in the nation's complex modern life.

But, so far, who has made the fortunes? The money lords—the kings of finance—the exclusive few.

But at last you are offered an opportunity to buy stock—to reap some of the matchless dividends—to enjoy the highest earning power from your money.

What Other Factories Have Paid In Dividends

The Chalmers Motor Company, headed by Hugh Chalmers, in 1910 DECLARED A DIVIDEND OF 30 PER CENT. IN CASH AND 1000 PER CENT. IN CORPORATE STOCK.

Walter E. Flanders started in the Automobile business with \$195,000, and within TWENTY MONTHS sold his interests for \$6,000,000—A PROFIT OF NEARLY 3000 PER CENT.

General Motors, with a capital of \$16,000,000, EARNED DIVIDENDS OF \$12,000,000 IN 1909—in 1910 it was FAR MORE.

For five years the Reo Motor Car Company have PAID 90 PER CENT. ANNUALLY on their stock.

Talk about the "Arabian Nights"—the record of the Automobile business in this country reads like a golden dream that would have CRAZED KING MIDAS HIMSELF.

YET IT IS IN ITS INFANCY.

To Manufacture "Virginian" Automobiles

But right here in Richmond there is a factory already in operation—already turning out a successful and superior car.

The name of the factory is The Richmond Iron Works Corporation.

The name of the Automobile being manufactured is the "Virginian."

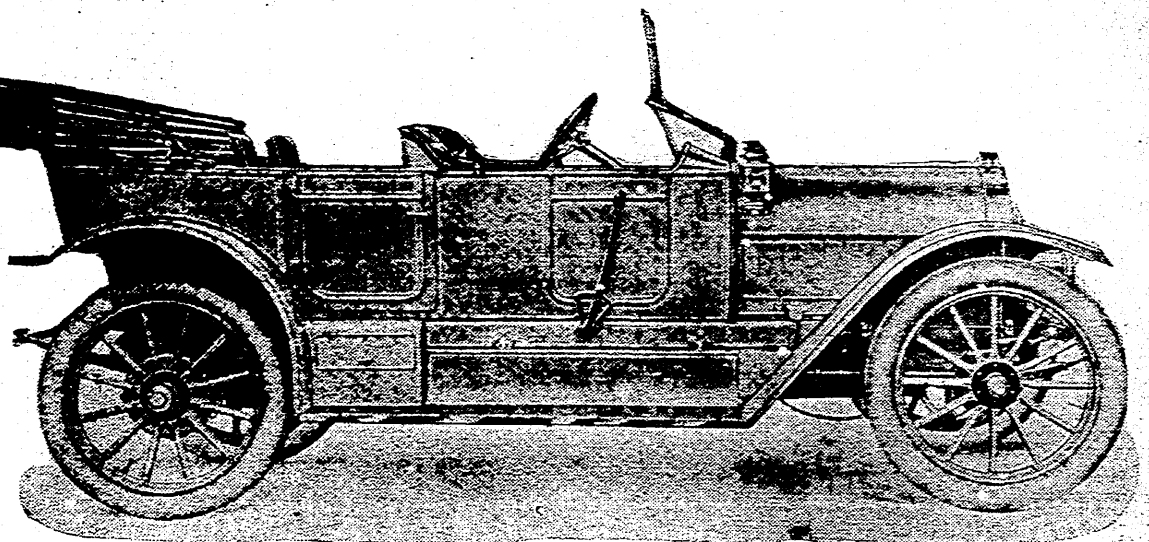
The possibilities for large dividends are just as promising as were those of the companies named here.

But the output of the factory is not great enough to supply the demand—people are clamoring for "Virginian" cars.

The Richmond Iron Works must have more capital or miss the sale of many cars—and dividends.

So we are placing on the market a limited amount of stock—selling it to the public—the automobile buyers.

It is a rare chance.



VIRGINIAN—A-50. PRICE \$3,000, FULLY EQUIPPED

You May Be Too Late If You Delay

But as wonderful as this opportunity is, you will have to do your part, and do it quickly, if you wish to PERSONALLY share in the earnings of the Richmond Iron Works Corporation.

As stated, the shares of stock to be sold are limited.

And the price is liable to mount upward without warning. We cannot guarantee that it will remain at \$1.25 per share long (par, \$1.00).

Show your good judgment—your independence—your business foresight—by writing us now.

It will take but one minute of your time—but two cents of your money—to fill in, cut out and mail the coupon below.

AMERICAN FINANCE CORPORATION,
Merchants National Bank Building, Richmond, Va.

Gentlemen:

Kindly send me your booklet telling about stock in the Richmond Iron Works Corporation.

Names.....

T.D. Address.....

American Finance Corporation

MERCHANTS NATIONAL BANK BUILDING

RICHMOND, VIRGINIA

VERY LIGHT SALES OF LEAF TOBACCO

The Package Men Will Hold the Fort the Balance of Season.

The offerings of loose leaf tobacco in all of the markets of Virginia and North Carolina continue to grow distressingly smaller as viewed from the warehouseman's and the commission merchant's standpoint. The sales for the past week in all of the markets of the two States were not as large as they have sometimes been on the one market of Richmond or Danville or Winston-Salem.

The offerings of the dark good in the Richmond warehouses during the four selling days were less than 250,000 pounds, but what there was of the sun-cured stock put on sale was very good, and brought almost fancy prices. Indeed, one warehouseman says sun-cured leaf sold higher the past week than at any time within the past two of three years.

The Burley offerings were also very small, amounting to not over 50,000 pounds. These goods also sold well, higher than the figures they were selling at two weeks ago.

The package dealers had good business and several round lots of brights and darks changed hands at prices that no package dealer would divulge, but said prices must have been satisfactory, for with the easy condition of money and the accommodating disposition of the banks no holder of good Virginia tobacco is required to sell unless he does get a satisfactory price. The bulk of the leaf tobacco business

from now until another crop is ready for delivery will be confined to the dealers who handle the package goods.

Blackstone Tobacco Market.

Blackstone, Va., April 8.—Report of the Blackstone tobacco market, as given by T. E. Chambers, of the Farmers' Warehouse. The general season of the past week has given good sales, the town selling about 125,000 pounds. Prices remain unchanged, long leaf shows slightly weaker, all other grades are full up. It is anticipated that the rest of the crop will move very fast, and this season will take practically all of the crop out of the country.

We quote the following prices: Long, common, \$5.50 to \$7.75; long, good, with length, \$8.50 to \$9.50; short, leaf, \$7.50 to \$9; shipping, medium, \$8 to \$10; shipping, fine, \$10 to \$12; wrappers, \$12 to \$25.

Lynchburg Tobacco Market.

Lynchburg, Va., April 8.—John D. Oglesby, of the Lynchburg Tobacco Warehouse Company, reports that the general season of tobacco sold on the Lynchburg market. Sold week ending March 31, 235,000 pounds; sold week ending April 7, 257,000 pounds; decrease this week, 22,000 pounds.

Sold from September 1, 1910, to April 7, 1911, 1,533,000 pounds. Heavy grades, the greater part of the week, caused sales to be very light, but there was a fine season for handling tobacco, and good sales are expected next week. All grades of tobacco continue in splendid demand with prices strong and active at all times.

Danville Tobacco Market.

Danville, Va., April 8.—Sales on the warehouse floors were fairly large this week, lasting from one to two hours each day. Very little change was noted in the character of the offerings. Owing to the recent rains a large quantity of tobacco showed up in soft condition. This, however, did not appear to affect the market, continuing very firm on all grades.

Reasonable weather during the past week has helped to prepare the tobacco for market, and larger receipts are expected for the next week or two. This will practically close out all the tobacco remaining in the hands of the farmers.

Preparations for the new crop are being made, and it is generally thought that an average crop will be set out in the old belt district. Reports from South Carolina state that the crop will be curtailed to some extent in that State. In Eastern North Carolina some districts report an increase in acreage, while others report a decrease, hence we anticipate an average crop in that section as compared with last year.

We have heard of but little trading in re-leaf tobacco this week.

Farmville Tobacco Market.

[Special to The Times-Dispatch.] Farmville, Va., April 8.—Tobacco continues to sell on the Farmville market, and it is believed that at least 1,000,000 pounds more will be marketed here before the present season ends. Between 5,000,000 and 6,000,000 pounds have been sold on the warehouse floors of the State since the present season at the most satisfactory prices known for several years.

Industrial Briefs.

The Crawley Lead Company has been incorporated to do business at Smithfield and all of the town's lead.

The next enterprise in the enterprising town of Chase City is to be an ice-making plant with a ten-ton daily capacity.

Pulaski district, in Pulaski county, is soon to begin vigorous work on good roads. The money being in hand amounts to \$70,000. The Albemarle State Corporation, with headquarters at Esmond and an office in New York, will operate a big slate mining plant near Esmond. The company owns about 500 acres of land in Albemarle county, Virginia. It is to have a new casino and hotel to cost \$50,000, work upon which has been started.

A new stock company is to operate a horse-rail at Morganton, N. C. R. B. Moore, of that town, is at the head of it.

The Champion Lumber Company, of Canton, N. C., has been chartered with a capital stock of \$5,000,000 and has purchased, for development over 100,000 acres of Haywood county lands, centering about Canton.

The Lincoln Manufacturing Company, of Greenville, N. C., has awarded contracts for 100 box looms to replace old looms, and for three napping machines.

Need of Good Roads in the South

[Special to The Times-Dispatch.] Savannah, Ga., April 8.—In discussing the subject of good roads, Richard H. Edmunds, who has been motoring through the South with a view to studying the road question, said:

The question of good roads is not only one of almost supreme economic value, but is at the same time of vital importance from the religious and educational standpoint. Some years ago I heard the president of a religious convention in the South. In his annual address say to three or four thousand delegates and visitors to whom he was speaking that it was their duty to work with untiring energy to secure the building of good roads. "It is," he said, "vain to hope to build up the churches of the country districts to their highest point of efficiency so long as impassable roads make church attendance practically impossible for a large part of the year." The more I have thought over the emphasis which he laid upon the building of good roads, as a part of the religious duty of every man to whom he was speaking, the more deeply I have been impressed with the significance of his statements.

It may be said that bad roads mean the non-development to the fullest extent of religious and educational activities. They mean loneliness on the farm and loneliness is one of the impelling forces driving people from country to city life. It is not possible to retain upon the farm either the young people or the more active laborers, so much needed in farm work, so long as bad roads make easy transportation back and forth an impossibility. While I cannot vouch for its accuracy, it has often been claimed that the loneliness of country life results in more heinous crimes. Farmers' wives in proportion to the total number, than is to be found in any other class of people.

Whether this oft-repeated statement be correct or not, I can readily imagine that there may be some truth in it. The men on the farm are able to move around, to meet each other at the country store, or to engage in outside pursuits which furnish some diversion. The farmer's wife, in a country of bad roads, has little or no diversion; it is almost impossible to visit friends, or to attend church, and no wonder the monotony of life, where bad roads produce these results, hangs like a pall over her.

Low is staggering. Outside of the influence of bad roads against educational and religious development and outside of the adverse influence of bad roads through intensifying the loneliness of country life, the loss to farmers, as to all others using roads, is in the aggregate staggering. We complain bitterly against the railroads for freight charges, and yet put up with the cost of hauling over bad roads so many times greater

than the cost of railroad freights, per mile that we can but be amazed at our failure to utilize our opportunities.

Every wheel that turns over a bad road adds to the cost of living and doing business; every farmer is daily paying toll through the heavy burden of bad roads which in the aggregate cost is far more than his taxation, both State and national. In fact, as an economic problem pure and simple, the question of good roads is of more vital concern to the American people than the question of protection of free trade.

There is no other economic problem before the country of more importance for the people of all classes and all sections than that of good roads. While bad roads mean undeveloped educational and religious activities, continued loneliness of country life lack of prosperity on the farms, as compared with what there might be, and many other disadvantages, good roads, on the other hand, mean the highest educational and religious advancement, a more general prosperity of all classes, the elimination of the loneliness of country life, and the keeping at home of tens of thousands of people who without good roads, will continue to crowd the cities, often to their own disadvantage and to the disadvantage of the cities.

Well rounded national development can only come through the highest development of the agricultural districts, and this can only come through the highest development of all religious and educational activities, and social possibilities. The country must be made as attractive through good roads, and the blessing which they bring, as to the city, or otherwise we shall have a continuation of the tremendous drain from the country to the city which has been one of the dominant features of our national growth during the last quarter of a century.

No Cost Attached.

I believe it may be said without question that prominently speaking the building of good roads through any settled district does not in reality cost the country, State or individual a single dollar. This is due to the fact that the construction of improved highways immediately results in enhancement in the values of all adjacent properties by reason, so far as the farming districts are concerned, of the higher profits which come through reduced cost in cultivating and shipping all products. A striking illustration of this was recently given when one of the leading citizens of Delaware made an offer to that State to build a highway through the entire State at a cost of \$2,000,000, and not to be reimbursed except through the increased income of the country and the State from the larger values created by the construction of the road. So confident was he, and the whole history of the building of good roads proves the correctness of his position, that there would come enhanced values by reason of greater profits to those living along the line, that he was willing to stake \$2,000,000, and thus show his faith by his works.

Throughout the entire world there has come an awakening to the importance of building good roads. It is true that in most European countries, there are magnificent highways on which hundreds of millions of dollars have been expended, but even in those countries renewed attention is being given to the betterment of existing roads. The South has been tremendously handicapped by its bad roads. The need of the increased facilities in the South is so great that it can scarcely be overstated, and yet vitally important as are enlarged railroad facilities, they are not

more important than improved highways.

Lossing Millions.

The South is annually losing millions of dollars through the higher cost of hauling over bad country roads. This could be saved by the construction of good roads. The men who, like the President of the great religious convention to whom I have referred, are preaching throughout the South the gospel of good roads are doing much for humanity, and their work is of far-reaching importance. No one can be too enthusiastic on this subject, no one can make a mistake in concentrating his work for the betterment of his country upon the building of good roads.

The growth of the automobile industry has greatly added to the necessity for good roads. If the automobile be considered only as a plaything of the well-to-do, it would still be a factor in national upbuilding of far-reaching importance, but the motor car is more than a toy of luxury of the hundreds of thousands who are daily using them in city and in country.

If the interest aroused by motorists in the need of good roads should bring about their general construction, the amount of money, vast as it is, which has been expended in the buying and running of motor cars would be counted from a national viewpoint, a very wise investment. The annual loss from bad roads is greater than the cost of operating all the motor cars that are owned in America. But the automobile is not simply a pleasure vehicle; it is an expression or exponent of a new power which has come into the world for the betterment of mankind, the advancement of civilization and the enormous expansion of national progress.

The locomotive power as typified in that mechanical power for transportation, for business and pleasure, and in various agricultural pursuits, is to take the place of muscle power. About three-quarters of a century ago, when the first locomotive built in the United States for an American railroad was constructed for a Southern road, the far-seeing people of that day named it "The Best Friend." They realized that mechanical power as typified in the locomotive and the railroad marked a new era in human affairs, a mighty step in the advancement of civilization. To-day the little gasoline engine which runs the motor car, the motor truck, which pumps the water for all farm uses from that of supplying for the house to that of irrigating purposes, might be called "The Best Friend." The motor car is merely one of the influences at work to bring this new power, with all its influence for good, into the universal play. The motor car thus becomes a tremendous influence in the creation of a universal sentiment for good roads, and at the same time stimulates the mechanical genius of the rising generation, encourages the inventive faculties of thousands of young men, and brings to the agricultural interests of the country new possibilities undreamed of a few years ago.

SOUTHERN BUILDS NEW BOILERSHOP AT SPENCER

[Special to The Times-Dispatch.] Spencer, N. C., April 8.—The brick work on the new boilershop for the Southern Railway Company in Spencer was completed yesterday and the contractor removed his force of men to Virginia. The building, which is constructed of brick and steel, is one of the most substantial in Spencer. A large amount of modern and costly machinery will be installed in the building this spring. The walls of a new two-story brick office and store building, which has been under construction also for the Southern in Spencer for several months, have been completed, and the building will soon be finished.

Railroads

Richmond, Fredericksburg & Potomac R. R.

TO AND FROM WASHINGTON AND BEYOND.

Leave Richmond. Arrive Richmond.
*4:50 A.M. Byrd St. Sta. *7:50 A.M. Byrd St. Sta.
*5:42 A.M. Main St. Sta. *8:15 A.M. Main St. Sta.
*6:30 A.M. Main St. Sta. *9:15 P.M. Main St. Sta.
*6:40 A.M. Byrd St. Sta. *9:25 P.M. Byrd St. Sta.
*7:20 A.M. Main St. Sta. *10:10 P.M. Main St. Sta.
*7:40 A.M. Byrd St. Sta. *10:40 P.M. Byrd St. Sta.
*8:15 P.M. Main St. Sta. *11:05 P.M. Main St. Sta.
*8:50 P.M. Byrd St. Sta. *12:20 A.M. Byrd St. Sta.

ACCOMMODATION TRAINS—WEEKDAYS.

Leave Byrd St. Sta. 1:30 P.M. for Fredericksburg. Arrive Byrd St. Sta. 8:25 A.M. for Ashland. Arrive Byrd St. Sta. 4:30 A.M. 5:30 P.M. from Ashland.

Daily. Weekdays. Sundays only.

All trains to or from Byrd Street Station (except trains leaving 4:50 a. m. and arriving 12:30 night) stop at Kings. Times of arrivals and departures not guaranteed. Read the signs.

Richmond & Petersburg Electric Railway

Cars leave Manchester, Seventh and Perry Streets, for Petersburg:
*6:15 A.M. for A. M. 1, 2, 3, 4, 5.
*7:45 A.M. for Chester, 12:00 midnight for Petersburg.

Cars leave Petersburg, foot of Sycamore Street, for Manchester.

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*11:15 P.M. for A. M. 1, 2, 3, 4, 5.
*12:15 P.M. for A. M. 1, 2, 3, 4, 5.
*1:15 P.M. for A. M. 1, 2, 3, 4, 5.
*2:15 P.M. for A. M. 1, 2, 3, 4, 5.
*3:15 P.M. for A. M. 1, 2, 3, 4, 5.
*4:15 P.M. for A. M. 1, 2, 3, 4, 5.
*5:15 P.M.